

THE HOUSTON DAILY POST.

By THE
Houston Printing Company.
R. M. JOHNSON, President.
G. J. PALMER, Vice-President.
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SEMI-WEEKLY POST, 112 Cols. per Week.
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AS SECOND-CLASS MATTER.

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Subscribers failing to move The Post regularly will please notify the office promptly. Every paper is expected to be delivered not later than 8 o'clock a. m.

Under no circumstances will orders given by employees on the office be recognized and paid, or accepted in payment of accounts.

HOUSTON, SUNDAY, JUNE 20, 1898.



DIFFERENCES IN TIME.

Washington	..... Noon
Houston	..... 10:50 a. m.
St. Louis	..... 11:35 a. m.
Rio Janeiro	..... 2:30 p. m.
Madrid	..... 4:35 p. m.
London	..... 5:25 p. m.
Constantinople	..... 7:00 p. m.
Calcutta	..... 11:00 a. m.
Hong Kong	..... 12:30 a. m.
Manila	..... 1:00 a. m.

(Noon of one day at Washington; before noon same day at Houston; 1 a. m. of next day at Manila.)

AN ADMINISTRATION OUTRAGE.

The word that comes from the camps at Mobile to the effect that the soldier boys cannot get their pay from the government and are in consequence suffering for the want of money, shows a condition of affairs that is a positive disgrace to the nation and adds to the indictment against the administration for glaring incompetency, or criminal negligence.

At the commencement of the war about sixty-five paymasters were appointed. Up to the present time not a third of these have qualified or given the necessary bond and received their commissions. The bulk of the batch appear to have been appointed in consequence of having a "political pull," but when they have looked for the requisite "business pull" to furnish bonds they have failed. Possibly they were originally sure of obtaining bonds and were, at least, willing to risk the question of qualifying if they could only land the job. That so many of them have not yet received their commissions is rather a disgraceful commentary on the character of the appointments in the first place—another evidence of the seemingly hopeless confusion in the war department and the masterful inefficiency of Alger himself.

Why have these appointments not been withdrawn long ere this and others made? Why should the volunteers who have made such prompt and noble sacrifices for their country be thus neglected by the administration? Must 100,000 men suffer for weeks while the war department is indifferently waiting upon the convenience of forty or fifty political appointees?

The facts constitute an outrage. If the treasury were empty it would be different. Spain's soldiers are unpaid because Spain is poverty stricken. America's volunteers have been unpaid because a few politicians are taking their own sweet time to qualify for office. The nation ought to raise a protest against the delays, the methods and incompetency of Alger and his department, which would shake Washington from center to circumference!

EFFECT ON OUR COMMERCE.

The prospects for a phenomenal export business from this country next year are magnificent, provided the war is over by that time, and of this there can hardly be a question in the absence of other complications. The United States can reasonably anticipate a year or two of surpassing commercial activity as the direct result of the present conflict.

A few days since, the bureau of statistics at Washington issued a comparative statement of the imports and exports of the United States for the month of May of this year and for the eleven months of the current fiscal year ending with May. This statement showed that for the time covered this year, compared with the corresponding period of last year, the increase in domestic exports was over \$157,000,000. The imports fell off \$42,000,000. The increase was largely in broad stuffs and provisions in consequence of the shortage abroad.

Next year, however, in the event of peace, there will be special reasons for extraordinary export trade in addition to any possible scarcity of food supplies in Europe. Cuba will have to be resupplied with millions of dollars worth of machinery of all kinds, with hardware, with clothing, with

building material and with vast quantities of provisions. We will naturally get this trade. The occupation of Porto Rico by our troops will give us the control of the imports there, lead to special concessions to American goods, if, indeed, the island is not made a territory of the United States, and add many millions to our exports. The Philippines will undoubtedly be opened to us in some manner and increase immeasurably our exports in that direction. An addition of from \$200,000,000 to \$300,000,000 to our foreign trade next year from the causes and in the directions suggested will be almost certain.

This will be a tremendous commercial jump and will be felt throughout the entire country. But the South, nearest the West India and possessed of the best facilities for supplying most of the particular merchandise that will be required in Cuba, will, or ought to, derive the chief benefit from this stimulated commerce. Texas ought to furnish the meat that will be demanded. The Pacific coast will reap the chief harvest in the Philippines.

It will be seen, therefore, that there is every cause at present for the business and industrial world to congratulate themselves on their outlook. War is terrible, but few wars are wholly unmixt evils. They are generally, on the other hand, distinct steps forward and this one is not likely to prove an exception to the general rule.

The New York Herald's Madrid cable of the 17th instant, containing the substance of a Catalonian allocation calling for immediate peace on the part of Spain, appeared in the Galveston-Dallas News of yesterday morning, simultaneous publication with the New York Herald—Galveston News.

While The Post has been disposed to pass by this and similar statements without comment, fully content with the valuable advertising that the News is giving to the greatly superior war service which The Post alone in Texas receives, the last two issues of that paper, together with claims being made to the public in other ways, furnish occasion for a few words of explanation. The only Herald dispatches received by the Galveston and Dallas News are a few now and then stolen from early editions of the New York paper and telegraphed to Texas by a news syndicate. It will have been noted by Texas readers that where the News calls attention to one unimportant dispatch thus stolen from the Herald and appropriated to its own columns, The Post of the same date contains many important dispatches received under its contract with the New York contemporary. The News plunders from the World and the Sun in the same way, and in boasting of the fact brazenly admits itself to be a thief in appropriating other people's goods without their consent, and at the same time accuses its criminality in that it is in many instances violating the copyright laws of the government. But not content with this, it goes further and adds falsehood to theft, at least by implication, since in these publications, such as that quoted above, it attempts to deceive the people of Texas by making them believe that it is receiving the New York Herald service, and actually its strikers and toolies are setting up that claim over the State. The Post has more respect for a common every day liar than one who "guards his respectability with deception." The News does not receive a line from the New York Herald; it simply steals an unimportant dispatch occasionally from an early edition of that paper and uses it to advertise itself. But what does all this teach? Simply that the New York Herald service is far and away the best going, and that the News in its inbred efforts in the connection noted gives overwhelming testimony to that fact.

We can't help feeling a double sympathy for the boys at the front as the Texas watermelon season gradually develops.

A gentleman at Meridian, Texas, in a letter to The Post suggests that the editorial assault by the Gal-Dal News upon Mr. Bryan for declaring against a war of conquest would fit McKinley as well as Bryan. At the commencement of hostilities the president announced that "this is not a war for conquest or annexation, but for humanity." Aye, but McKinley is not in the business of attacking McKinley. He is in the business of attacking McKinley's policy and with the News is now for an imperial policy of conquest.

There are times when France's everypenny of cabinet crisis is calculated to make us sick with envy. But none resign in America!

When it comes to the war the fact is apparent that we are amateurish in everything except the actual fighting capacity of our people when the opportunity is given them to display their courage. However, there are thousands in the country who could have improved on the present administration's green methods. Even Dan Lamont would have thrown a business energy and intelligence into the war department that have hitherto been lacking and shaken up the dry bones.

The Syracuse, N. Y., Post generously remarks that the South has furnished more than its share of heroes during the present war.

Major Daniel McGary's Wallsville Age sees clearly McKinley's opportunity. The Age remarks: "McKinley has now an opportunity to get rid of a rival such as no man has had before since the advent of King David and Uriah, the Little, William Bryan, who has been a thorn in the side of the president since he was elected, and McKinley is commander in chief and has only to order General Miles to fight Bryan in the hottest battle, that he may be smitten and die."

Uncle Sam now believes he will have money enough in the treasury to play out the season. There is some doubt, however, of Spain's ability to put up the guarantees for the visitors.

The celebration of the Wisconsin semi-centennial appears to have been on a scale befitting the wonderful growth of that State in the past half century. It takes American States to furnish semi-centennials typifying grand results of the country, and this, too, in the years in the new world that antedates other portions of the globe.

This week the senate will indulge in an old-fashioned long talk on Hawaii. The rush of events recently has deprived the senate of its accustomed long exercise, but the fellows are all supposed to be in good following order.

The Hanna crowd were dunned the other day at a local republican convention in Ohio. Some of these days the stick of that Ohio rocket that went up so brilliantly in '96 is going to excavate a large hole in Ohio soil by the rapidity of its descent. The most glittering frauds are the shortest lived.

It is a little remarkable that the phantom fleets have been oftenest seen along the New England coast, where prohibition sentiment is supposed to be strongest.

did in 1896. This is a State campaign, with peculiar conditions, but no man can say what 1900 will bring forth.

Do not forget that you can buy in Galveston for at least 20 per cent less—quality being equal—than from any other point in the State.

The above appears in a prominent announcement in yesterday's Galveston News, advertising a convention. This hardly needs contradiction, as the people of Texas know it to be untrue. Houston merchants can and will duplicate the price of any article sold at any point in Texas.

The Rhode Island legislature met last week and received the usual instructions for the session from the plutocratic oligarchy owning Rhode Island. Slavery has been abolished in all the American States except Rhode Island.

The Spaniards have no kick coming to them against the Sagasta ministry. Without resources Spain's cabinet has done nobly. They ought to have an Alger and a Miles over there to try their National patience for a while!

A Rank Discrimination.
Sherman Daily Register.
The Galveston end of the Galveston-Dallas News is now being delivered to subscribers at 65 cents per month, while the Dallas paper still collects \$1 per month. The question naturally arises if the paper can be delivered from Galveston at 65 cents why not from Dallas at the same price? Why discriminate against the people of North Texas? The answer is simply this: In North Texas the News has no competition, while in South Texas The Houston Post is covering the field, and the reduction in the price of the Galveston branch, while the Dallas end maintains the same price, is a sure sign that the News is feeling the competition of The Post. But the people of North Texas ought to have the paper as cheap as the people of South Texas.

LEITER'S HOLDINGS IN WHEAT.
Cash Line as Now Estimated Shown Chicago Times-Herald.
Joseph Leiter's holdings of cash wheat last Monday were 14,000,000 bushels, or nearly double the quantity which the trade generally gave him credit for. Of this wheat 10,000,000 bushels are in the United States and 4,000,000 bushels are in or about Europe—most of it alfalfa.

As it is known that between 8,000,000 and 10,000,000 bushels of futures were sold out last Monday—the day the big deal was abandoned—a fairly accurate idea of the colossal extent of the transactions is now available. The fluctuation in wheat prices on the entire line of 22,000,000 to 24,000,000 bushels meant \$220,000 to \$240,000, and as fluctuations of 10 and 20 cents per bushel are not uncommon, the princely character of the deal can be seen at a glance. Between the closing price on the last day of May and the high price of the previous business day there was a difference of 50 cents per bushel. This, on the line of cash wheat, meant \$7,000,000.

It is understood that the terms of the agreement whereby Armour handles the Leiter cash wheat in the United States are that the bank pool gives him absolute control of the property, but that all profits above the price at which the bank loaned the money on the grain are to go to L. Z. Leiter, provided any such margins remain after the property has been liquidated.

Alexander Geddes has received a cable asking for a price on all of the wheat controlled by him. No figure has yet been submitted, but negotiations are under way.

No further attachment suits against the Leiter property are likely, now that L. Z. Leiter has assumed all of his son's obligations. L. Z. Leiter, Alexander Geddes and Mr. Valentine of Armour & Co. were in frequent consultation yesterday with President Mitchell of the Illinois Trust and Savings bank, and all are working to avoid the price of the Leiter liquidation show as well for the benefit of the Leiter estate as possible.

PURGENT TEXAS THOUGHTS.
Galveston Opera Glass: The political pot is not yet beginning to boil even with these long hot days to help it cook. Terrell Evening Index: There isn't much lifting power to your religion if it doesn't make you do your best to pay 100 cents on the dollar that it cost you to get it.

Beaumont Afternoon Journal: Having stolen all the territory she's a English is now looking for somebody to assist her in keeping it.

Sealy Weekly News: The Houston Post says: "When a man is down his enemies come out to kick him. They simply stand aside and watch his friends do it." Waco Weekly Tribune: Sick a little right here. The counties that gave Bryan his majorities in 1896 are the ones that are giving Sayers his biggest votes now.

Sunset Signal: The Houston Post says it has been discovered that Willie's is a cheap imitator, and says that fact is hurtful to his character. No figure has yet been submitted, but negotiations are under way.

Killeen Herald: In reply to a question from a correspondent: "Do boys pay?" The answer is: Some do, and some don't. Some time ago, when we rendered a bill they have the postmaster send the paper back marked "refused." See!

THE CAR GATE SYSTEM.

Argument by Mr. S. F. B. Morse Before the Judiciary Committee of the Louisiana State Legislature.

The following argument on the car gate system in use on the Southern Pacific Railway company was made by Mr. S. F. B. Morse, general passenger and ticket agent, before the Judiciary committee, Louisiana State Legislature, Baton Rouge, La., May 18, 1898.

Mr. Chairman and Gentlemen of the Committee: The bill before you, which has for its object the abolishing of what is termed the gate system in use on the Southern Pacific, is of the highest importance to the people of this State, inasmuch as it attacks a charter right to make reasonable rules and regulations for the management of the time of the conductor and prevent the abuse of a measure which has for two years experience has proven highly beneficial to the preservation of its revenues and the maintenance of its train schedules and protection to the lives and property of its passengers.

There are so many points in favor of, so few opposed, your indulgence is entreated that a full and candid exposition may be made of the gate system, the causes which led to its adoption and its results. In doing so, I shall endeavor to confine my remarks to the traffic and passenger traffic, and not to the operation of the system, which is a matter of internal management.

I shall also take the liberty of quoting from the report of Mr. J. W. Charles, general passenger agent of the Chicago and Alton railroad, which was made before the Missouri State legislature in 1891, and which, although the Southern Pacific is not a member of the Missouri railroad commission, is a document of public interest, and the commission had ordered the gates removed, while the Southern Pacific seeks to keep them in place.

Mr. Charles' report is a document of public interest, and the commission had ordered the gates removed, while the Southern Pacific seeks to keep them in place. The report is a document of public interest, and the commission had ordered the gates removed, while the Southern Pacific seeks to keep them in place.

Mr. Charles is the inventor and took his idea from the English system of train regulation, and with the exception of a few minor details, the Chicago and Alton railroad is today in the enjoyment of the unrestricted right to use said system both in the States of Missouri and Illinois.

The welfare of the citizens of your State is at stake in this matter. The welfare of the citizens of your State is at stake in this matter. The welfare of the citizens of your State is at stake in this matter.

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car gate system, by which it sought to accomplish, and has successfully accomplished, results which are absolutely necessary for the protection of its revenue and the safety of its passengers.

Personal inspection of tickets by train gates at entrance to the train at stations where tickets are sold, we are enabled to see every passenger is provided with tickets, and by the use and complete control of these car gates, which cover the platform of all coaches, over passengers have been prevented from boarding the cars without tickets, and security which they would not otherwise enjoy. There is protection from accident, and the safety of the passengers which is secured at every station upon the approach of a passenger train and crowded into the cars, paring articles of wearing apparel, umbrellas, hats, and other articles, anything that can be by their hands on, jostling and tramping upon passengers, emptying the water coolers, hindering ingress and egress of passengers.

Without the gates any body can get on or off a train at any station, or when the train is moving, without stopping or immediately after starting.

Under the old system passengers left the train at any station, and the gates were closed. This led to blockades on the platforms and in the aisles of the cars and uncomfortable passengers.

Passengers are charged by the car gate system with order and regularity, and then permit passengers to board the train. No one is permitted to enter who has not a ticket, and consequently, numbers of people who are not going on the train are prevented from boarding the cars and blocking up the aisles. Under the old system the latter rushed off at the last moment for the train, and the result was a start, or had started, and injury to life and limb resulted. Men and women were crippled for life, and the railroads had to bear the blame for the acts of persons who had not contributed one cent to the railway's revenue.

The statement has been made that the gates are not a protection to life and limb, but, rather, a menace to safety. Let us see what the facts and the authorities say upon this subject.

(Read letters of the Travelers, Agents and Preferred Accident Insurance companies.) (Relate the story of the gated trains at Alameda, Cal.) (Read statement of accidents.)

Aside from the examples and authorities just cited, the interstate commerce commission's decision for the year 1896 (and the latest report we have from that body) shows that during that year, from all causes, 6138 persons were injured and 23,748 were killed. The list is not classified, but it is sufficient to show that the gates are not a menace to safety, but a protection to life and limb.

One of the greatest annoyances from which the Southern Pacific suffered, before the gates were put in place, was the "keep off the platform" sign. It is notoriously a fact that our colored friends in this country will work hard all week and on Sunday will have part of their earnings in a ride on the car. If we can find a train that will accommodate them.

Similar to relate, that for every darky who is on the matter of the Southern Pacific, twenty-five others who go down to the depot to see him off.

Under the old system they would gather in the window for a purchase of a ticket, and the waterworks of conductors, agents and gatekeepers, to detect the gatekeepers, to detect the gatekeepers, to detect the gatekeepers.

Eliminating the question of frauds, incident to cash fare and ticket collections under the old method, I must insist that too much importance can not possibly be placed upon the gate system on account of the safety it provides for the protection of passengers who are, by this system, prevented from boarding or leaving the trains while in motion, or from getting on or off trains at other than station platforms. All gates are securely fastened, and leave the train while it is in motion; in this way lessening the risk of accident.

It has been repeatedly contended that the gates work a hardship to passengers boarding the train, and that the gates are a nuisance to the elements longer than they stand exposed to the elements. I will say that, after a thorough trial, I will say that, after a thorough trial, I will say that, after a thorough trial.

You will hear many people carelessly assert that they are prevented from entering the train in less than five minutes to fifteen minutes at every station. This is a gross misstatement, for the reason that if it is true, it can be easily proved by stopping at any station and watching the train enter and leave the station.

Also, as against this complaint, our reports show that not in a single instance, in the two years the gates have been in operation, has the failure of the gates been a hindrance to the train being attributed to its destination. The gates are a nuisance to the elements longer than they stand exposed to the elements.

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around the opposition which met it, but in the end, as in the case of the railway, followed the system, and the advantages of the gates were made known to the public.

For your information I have enclosed a statement showing the results of the operation of the gates, and the statement covers the period from January 1 to July 31, 1897. The ticket sales were:

Or an increase in favor of the gate system. Or a net increase of \$2,000,000. Or a net increase of \$2,000,000.

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